



AGENDA

Ordinary meeting of the

Works and Infrastructure Committee

**Tuesday 10 May 2016
Commencing at 9.00am
Council Chamber
Civic House
110 Trafalgar Street, Nelson**

Membership: Councillor Eric Davy (Chairperson), Her Worship the Mayor Rachel Reese, Councillors Ian Barker, Luke Acland, Ruth Copeland, Matt Lawrey (Deputy Chairperson), Gaile Noonan and Tim Skinner

Guidelines for councillors attending the meeting, who are not members of the Committee, as set out in Standing Orders:

- All councillors, whether or not they are members of the Committee, may attend Committee meetings (SO 2.12.2)
- At the discretion of the Chair, councillors who are not Committee members may speak, or ask questions about a matter.
- Only Committee members may vote on any matter before the Committee (SO 3.14.1)

It is good practice for both Committee members and non-Committee members to declare any interests in items on the agenda. They should withdraw from the room for discussion and voting on any of these items.

1. Apologies

Nil

2. Confirmation of Order of Business**3. Interests**

3.1 Updates to the Interests Register

3.2 Identify any conflicts of interest in the agenda

4. Public Forum

4.1 Graham Wells

Graham Wells will speak about his recycling and rubbish collection.

5. Confirmation of Minutes

5.1 31 March 2016

8 - 16

Document number M1798

Recommendation

THAT the minutes of the meeting of the Works and Infrastructure Committee, held on 31 March 2016, be confirmed as a true and correct record.

**6. Status Report - Works and Infrastructure
Committee - 10 May 2016****17 - 21**

Document number R5849

Recommendation

THAT the Status Report Works and Infrastructure Committee 10 May 2016 (R5849) and its attachment (A1150321) be received.

7. Chairperson's Report

TRANSPORT AND ROADING

8. Main Road Stoke Speed Limit - Deliberations Report 22 - 72

Document number R5622

Recommendation

THAT the report Main Road Stoke Speed Limit - Deliberations Report (R5622) and its attachments (A1521274, A1486083 and A1521649) be received;

AND THAT it be agreed that the speed limit on Main Road Stoke between Saxton Road and Salisbury Road be reduced from 80km/h to 60km/h on completion of the Elms Street/Main Road Stoke intersection safety improvements and associated speed reduction measures;

AND THAT schedules G and I in the Speed Limits Bylaw 2011 be amended to reflect this change;

AND THAT physical works approved at the Elms Street/Main Road Stoke intersection be funded from the Minor Improvements budget in 2016/17.

9. Waimea Road Refuge - Consultation outcomes 73 - 77

Document number R5770

Recommendation

THAT the report Waimea Road Refuge - Consultation outcomes (R5770) and its attachment (A1531450) be received;

AND THAT in line with community feedback, approval be given to construct a pedestrian refuge in the location shown in attachment 1 at an estimated cost of \$30,000.

WATER, WASTEWATER, STORMWATER

10. Capital Project Budget Status Report

78 - 80

Document number R5818

Recommendation

THAT the Capital Project Budget Status Report (R5818) be received;

Recommendation to Council

THAT with respect to the Montcalm/Arrow/Washington Valley/Hastings stormwater upgrade project that \$116,000 be transferred from the current provision in 2016/17 to 2015/16 to maintain continuity of this multi-year project.

SOLID WASTE

11. Future of green waste

81 - 85

Document number R5797

Recommendation

THAT the report Future of green waste (R5797) be received.

Recommendation to Council

THAT following a review of green waste services at the request of Council:

THAT Nelson City Council partner with Tasman District Council to call for public tenders with respect to their green waste in June 2016;

AND THAT failing success with this approach with Tasman District Council, that officers be authorised to negotiate a contract with a commercial operator to accept its green waste;

AND THAT in the interim, Council continues to take green waste at the Pascoe Street transfer station;

AND THAT Council's budgets be amended to reflect any increase in costs that may arise from this tendering process and that this be reported back via a future Audit Risk and Finance Committee through the Corporate report.

PUBLIC EXCLUDED BUSINESS

12. Exclusion of the Public

Recommendation

THAT the public be excluded from the following parts of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
1	Works and Infrastructure Committee Meeting - Public Excluded Minutes - 31 March 2016	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7.	The withholding of the information is necessary: <ul style="list-style-type: none"> Section 7(2)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).
2	Status Report - Works and Infrastructure Committee - 10 May 2016	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7	The withholding of the information is necessary: <ul style="list-style-type: none"> Section 7(2)(b)(ii) To protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information

13. Re-admittance of the public

Recommendation

THAT the public be re-admitted to the meeting.

Note:

- **Youth Councillors Mamata Dahal and Ben Rumsey will be in attendance at this meeting.**

Minutes of a meeting of the Works and Infrastructure Committee

**Held in the Council Chamber, Civic House, 110 Trafalgar Street,
Nelson**

On Thursday 31 March 2016, commencing at 9.03am

Present: Councillor E Davy (Chairperson), Her Worship the Mayor R Reese, Councillors I Barker, R Copeland, M Lawrey (Deputy Chairperson), G Noonan and T Skinner

In Attendance: Councillors B McGurk and P Matheson, Chief Executive (C Hadley), Group Manager Infrastructure (A Louverdis), Manager Communications and Acting Manager Libraries and Heritage Facilities (P Shattock), Senior Asset Engineer – Transport and Roading (R Palmer), Engineering Adviser (S McAuley), Administration Adviser (G Brown), and Nelson Youth Councillors (H Goldthorpe and F Sawyer)

Apology: Councillor L Acland

1. Apology

Resolved WI/2016/017

***THAT an apology be received and accepted from
Councillor Acland.***

Davy/Lawrey

Carried

2. Confirmation of Order of Business

The Chairperson advised that since the agenda had been distributed there were three additional public forum presentations.

3. Interests

There were no updates to the Interests Register, and no interests with items on the agenda were declared.

4. Public Forum

4.1 Pip Rene, Stephen Morris and Ben Jurgesen, from the Nelson Farmers Market.

Pip Rene, Stephen Morris and Ben Jurgensen spoke about a proposal to relocate the larger stalls from the Nelson Farmers Market to a new location.

Ben Jurgensen spoke to a handout (A1521588) and gave a PowerPoint presentation (A1525271).

In response to questions, Mr Morris said that due to health and safety issues and time constraints, he believed stall holders would relocate to another location in the future. He added that any area central to the town centre would be considered.

Ms Rene referred to the importance of health and safety and said a traffic management plan could be compiled by the speakers if required.

Attachments

- 1 A1521588 - Farmers Market Handout
- 2 A1525271 - Farmers Market Presentation

4.2 Jana Henare

Ms Henare spoke about the resurfacing on Toi Toi Street.

In response to questions, Ms Henare said the resurfacing on Toi Toi Street was completed in January 2016 and complaints were given to Council in relation to the poor condition of the resurfacing works. She added that temporary measures had been taken but the issues had occurred again.

In response to a further question, Ms Henare said that she was told by Council that the level of resurfacing was a financial decision in that no further work would be conducted at this area.

Attachments

- 1 A1525685 - Jana Henare Presentation

4.3 Colin Bott, from the Nelson Farmers Market

Mr Bott spoke about the philosophy and purpose of the Nelson Farmers Market.

Mr Bott advised that the Farmers Market was a cooperative society therefore all funds went to the stallholders. He said there were limitations in using Morrison Square for the Farmers Market.

In response to questions, Mr Bott said that stallholders needed to produce 70% of what they sold and that the market closed at 3.30pm,

however stallholders did not need to vacate until 4.30pm. He added that to have another farmers market on a Wednesday would negatively impact the Morrison Square Farmers Market.

In response to a question, Mr Bott said that he was satisfied that the Farmers Market was held in a safe environment.

In response to further questions, Mr Bott said that if given the choice stallholders would prefer to hold the Farmers Market at Buxton carpark. He added that the Farmers Market needed to be about local and organic produce.

Mr Bott said that if stallholders wanted to grow in size then they could consider retail space.

4.4 Ken Beckett

Mr Beckett spoke about item 9 of the agenda, Waimea Road Issues and Opportunities report.

In response to questions, Mr Beckett said that he believed embarking on projects on Waimea Road was irresponsible until a decision was made by the New Zealand Transport Agency regarding the Nelson Southern Link investigation. He added that option 1 of the report should be the preferred option.

5. Confirmation of Minutes

5.1 25 February 2016

Document number M1725, agenda pages 7 - 14 refer.

A spelling error was highlighted under 'Apologies' and it was suggested the wording be changed in the second paragraph of item 10, Asset Management Planning Updates for Utilities Asset Management Plan 2018-2028, dependent on whether it was an officer or an elected member who made the statement.

Resolved WI/2016/018

THAT the amended minutes of the meeting of the Works and Infrastructure Committee, held on 25 February 2016, be confirmed as a true and correct record.

Davy/Her Worship the Mayor

Carried

6. Status Report - Works and Infrastructure Committee - 31 March 2016

Document number R5652, agenda pages 15 - 19 refer.

Group Manager Infrastructure, Alec Louverdis, presented the report and responded to questions.

Resolved WI/2016/019

THAT the Status Report Works and Infrastructure Committee 31 March 2016 (R5652) and its attachment (A1150321) be received.

Davy/Barker

Carried

7. Chairperson's Report

The Chairperson advised the Committee of a proposed workshop on Tuesday 19 April on the topic of Licences for Street Stalls and Outdoor Dining, including the moratorium on public parking spaces.

TRANSPORT AND ROADING

8. Asset Management Planning Update for Transport Asset Management Plans 2018 - 2028

Document number R5426, agenda pages 20 - 25 refer.

Senior Asset Engineer – Transport and Roading, Rhys Palmer, presented the report.

In response to a question, Mr Palmer advised that the reason for prioritising Atawhai study ahead of the Stoke study was due to the timing of the Nelson Plan. He added that the Stoke study related to the New Zealand Transport Agency (NZTA) Nelson Southern Link investigation and Council would be able to utilise the transportation model developed by NZTA for the Stoke study work.

In response to a further question regarding the need to consider options for governance as referred to in attachment one, Mr Palmer said that the Local Government Act 2002 required Council to review the cost effectiveness of the procurement of all services with respect to governance.

Attendance: Councillor Copeland left the meeting from 10.09am to 10.10am.

Mr Palmer clarified that the 'One Road Network Classification' was imposed by NZTA and would affect funding levels. He added that the key decision for Council was whether to accept the current levels of service or provide further local funding for each individual road classification.

It was highlighted that it would be beneficial to include in the review the updated travel delay data gathered from the NZTA Nelson Southern Link investigation model.

There was discussion about Atawhai activities in relation to transport problems and issues from landscape challenges as referenced in attachment one. It was suggested that the landscape issues were not complicated.

In response to a question in relation to paragraph 5.9 of the report, Mr Palmer informed the Committee the main change to the 2015 International Infrastructure Manual was that the Transport Asset Management Plan now required a strong strategic front end that outlined the key drivers.

There was a discussion about the costs of asphalt and non-asphalt (chip seal) surfaces. In response to a question, Mr Palmer said it would need to be considered how much funding NZTA would be willing to pay for One Road Network Classifications. It was agreed that this issue would be added to the review.

Resolved WI/2016/020

THAT the report Asset Management Planning Update for Transport Asset Management Plans 2018 - 2028 (R5426) and its attachment (A1496710) be received;

AND THAT the items raised with amendments to the schedule within report R5426 be noted for consideration when developing the Asset Management Plans 2018-2028.

Davy/Lawrey

Carried

Attendance: The meeting adjourned for morning tea from 10.20am to 10.33am.

9. Waimea Road Issues and Opportunities

Document number R4960, agenda pages 26 - 41 refer.

Senior Asset Engineer – Transport and Roading, Rhys Palmer, and Engineering Adviser, Sue McAuley, presented the report.

It was noted that no assessments of any impact of the implementation of the Nelson Southern Link on the operation of Waimea Road had been undertaken as the NZTA consultation included the possibility of either no Southern Link road or three lanes on Waimea Road.

In response to question, Mr Palmer confirmed that three lanes had not been considered as part of the report but had come into focus after receipt of the NZTA Nelson Southern Link investigation consultation document.

There was a discussion regarding table 5.1 of the report, and Mr Palmer indicated that the opportunities listed in line three; construct bus stop lay by at Ulster Street, line four; provision of pedestrian/cycle refuges on

Waimea Road between Tutuka Street and Boundary Road in conjunction with York Stream upgrade and line seven; highlight location of each end of Snow Hills walkway, could be progressed without any implications to the future layout of Waimea Road.

In response to questions, Mr Palmer advised that the refuge on Waimea Road associated with the York Stream upgrade would cost approximately \$30,000 and would be funded from the minor improvements program. He added that the other issues listed in table 5.1 would be incorporated in other work streams.

There was general support for the opportunities listed in lines three, four and seven of table 5.1 to be progressed, with consultation on these options to be undertaken with those affected.

Resolved WI/2016/021

THAT the report Waimea Road Issues and Opportunities (R4960) and its attachments (A1522595 and A1436204) be received;

Davy/Lawrey

Carried

Her Worship the Mayor, seconded by Councillor Noonan, moved:

AND THAT opportunities three, four and seven in table 5.1 of report (R4960) are supported in principle;

AND THAT officers initiate consultation on these opportunities and report feedback to a future meeting of Works and Infrastructure.

A concern was raised that it would be beneficial to wait on the outcomes from the NZTA Nelson Southern Link investigation consultation. It was suggested that the only opportunities listed in lines four and seven should be progressed as the refuges on Waimea Road could be wasted work should the Southern Link progress.

Councillor Barker, seconded by Councillor Skinner moved an amendment to the first clause.

AND THAT opportunities three and seven in table 5.1 of report (R4960) are supported in principle;

There was a discussion about opportunity 4 in that the provision of pedestrian/cycle refuges on Waimea Road would provide safety benefits and that the costs were modest.

The motion was put and lost, and the meeting returned to consider the original motion.

Resolved WI/2016/022

AND THAT opportunities three, four and seven in table 5.1 of report (R4960) are supported in principle;

AND THAT officers initiate consultation on these opportunities and report feedback to a future meeting of Works and Infrastructure.

Her Worship the Mayor/Noonan

Carried

WATER, WASTEWATER, STORMWATER

10. Infrastructure Fees and Charges

Document number R4752, agenda pages 42 - 46 refer.

Manager Operations, Peter Anderson, presented the report.

In response to a question, Mr Anderson advised that no further analysis on fees and charges had been undertaken from last year, and that the increase only took into consideration the Consumer Price Index.

Resolved WI/2016/023

THAT the report Infrastructure Fees and Charges (R4752) and its attachment (A1510346) be received;

AND THAT the proposed charges as per attachment (A1510346) be approved effective 1 July 2016.

Noonan/Lawrey

Carried

11. Exclusion of the Public

Resolved WI/2016/024

THAT the public be excluded from the following parts of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

Davy/Lawrey

Carried

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
1	Works and Infrastructure Committee Meeting - Public Excluded Minutes - 25 February 2016	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7.	The withholding of the information is necessary: <ul style="list-style-type: none"> Section 7(2)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).
2	Status Report - Works and Infrastructure Committee - 31 March 2016	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7	The withholding of the information is necessary: <ul style="list-style-type: none"> Section 7(2)(b)(ii) To protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information
3	Toi Toi Grove - Transport Connection	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7	The withholding of the information is necessary: <ul style="list-style-type: none"> Section 7(2)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)

The meeting went into public excluded session at 11.20am and resumed in public session at 12.18pm.

12. Re-admittance of the Public

Resolved WI/2016/025

THAT the public be re-admitted to the meeting.

Davy/Lawrey

Carried

There being no further business the meeting ended at 12.18pm.

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date

10 May 2016**REPORT R5849**

**Status Report - Works and Infrastructure Committee -
10 May 2016**

1. Purpose of Report

- 1.1 To provide an update on the status of actions requested and pending.

2. Recommendation

***THAT the Status Report Works and
Infrastructure Committee 10 May 2016 (R5849)
and its attachment (A1150321) be received.***

Shailey Burgess
Administration Adviser

Attachments

Attachment 1: A1150321 - Works and Infrastructure Committee 10 May 2016

<div> <div>Outstanding Actions</div> <div>Status Report - Works and Infrastructure Committee – 10 May 2016</div> </div>				
MEETING DATE	SUBJECT	MOTION	RESPONSIBLE OFFICER	COMMENTS
26 March 2015	Bridge Street Upgrade - Alma Street and Fiddle Lane	<p>Resolved WI/2015/001</p> <p><u>THAT</u> the report Bridge Street Upgrade – Alma Street and Fiddle Lane (A1321138) and its attachments (A1323529, A1257824, A1323532) be received;</p> <p><u>AND THAT</u> approval is given to proceed with the upgrade of Fiddle Lane as per attachment 3 (A1323532) to enhance the aesthetic appearance of the lane.</p> <p><u>AND THAT</u> further discussions be held with building owners about enhancing street frontages on Bridge Street.</p>	Shane Davies	<p>Fiddle Lane - Agreement reached with building owners and documents signed. The owner of the western building has commenced maintenance on the wall. As soon as this maintenance work is completed the cables will be installed. This work will not be completed this financial year. Once complete, the awnings will follow.</p> <p>Ongoing</p>
05 May 2015	Licences for Street Stalls and Outdoor Dining	<p>Resolved WI/2015/006</p> <p><u>THAT</u> the report Licences for Street Stalls and Outdoor Dining (R4132) and its attachment (A1341408) be received;</p> <p><u>AND THAT</u> an extension of the current street stall and outdoor dining licences for six years be offered to licensees from 1 July 2015 to 30 June 2021;</p> <p><u>AND THAT</u> the policy on Licenses for Street Stalls and Outdoor Dining, including the moratorium on public parking spaces, be reviewed by this Committee;</p> <p><u>AND THAT</u> a formal review of the rents for both street stall occupations and outdoor dining be undertaken.</p>	Gabrielle Thorpe	<p>A councillor workshop took place on 19 April to review footpath and outdoor dining licenses. Consensus at the workshop was to explore options for more outdoor dining, and a report considering CBD enhancement will come to a future meeting.</p> <p>Ongoing</p>

Outstanding Actions

Status Report - Works and Infrastructure Committee – 10 May 2016

MEETING DATE	SUBJECT	MOTION	RESPONSIBLE OFFICER	COMMENTS
30 July 2015	Earthquake Prone Buildings #5	<p>Resolved WI/2015/013</p> <p><u>THAT</u> the report Earthquake Prone Buildings #5 (R4128) and its attachments (A1252682, A573853, A573921) be received;</p> <p><u>AND THAT</u> approval be granted to undertake detailed earthquake assessments on Montgomery Superloo, Nelson Haven Sports Complex and the Tahuna Campground – Function Centre, funded from provision provided in the 2015/16 budget, on the basis that these are of the next highest priority;</p> <p><u>AND THAT</u> approval be granted to undertake design and cost estimate for the remedial work to Isel House Chimneys funded from provision provided in the 2015/16 budget;</p> <p><u>AND THAT</u> further assessment considering economical and community factors be completed on the following buildings below 34%NBS to enable the Committee to make informed decision and that this is brought back to a future Works and Infrastructure Committee and/or Commercial Sub-Committee;</p> <ul style="list-style-type: none"> • Refinery building • Plant and Food building • Wood Turners Building 	Alec Louverdis	<p>Detailed earthquake assessment are complete for the Nelson Haven Sports complex and Tahuna campground function centre.</p> <p>Complete</p> <p>Work on the design and costings for remedial works to the Isel House chimneys are complete.</p> <p>Complete</p> <p>Work on the economical/community factors on the Refinery and Woodturners Building are complete.</p> <p>Complete</p> <p>Programming work on the Plant and Food building is on hold for consideration in the Haven Precinct project.</p> <p>Ongoing</p>

<div> <div>Outstanding Actions</div> <div>Status Report - Works and Infrastructure Committee – 10 May 2016</div> </div>				
MEETING DATE	SUBJECT	MOTION	RESPONSIBLE OFFICER	COMMENTS
26 November 2015	Roading Maintenance Contract Collaboration - Nelson City Council and Tasman District Council	<p>Resolved WI/2015/018</p> <p><u>THAT</u> the report Rooding Maintenance Contract Collaboration - Nelson City Council and Tasman District Council (R4186) be received;</p> <p><u>AND THAT</u> a single tender for the Nelson and Tasman Urban areas is approved in principle;</p> <p><u>AND THAT</u> approval is granted for officers to work with Tasman District Council officers to prepare a business case for collaboration on an urban roading maintenance contract;</p> <p><u>AND THAT</u> the business case be reported back to the Works and Infrastructure Committee noting any benefits or disadvantages.</p>	Alec Louverdis	Work with TDC and NZTA to progress the business case continues. Report scheduled for June. Ongoing
26 November 2015	Intersection Safety Improvements - Main Road Stoke/Elms Street	<p>Resolved WI/2015/020</p> <p><u>THAT</u> the report Intersection Safety Improvements - Main Road Stoke/Elms Street and its attachments (A1463084 and A1452019) be received;</p> <p><u>AND THAT</u> the design and construction of road safety improvements at the intersection of Main Road Stoke and Elms Street be included as a priority in the minor improvements work programme for the 2015/16 financial year;</p> <p><u>AND THAT</u> consultation to seek the community's views on a reduction of speed on Main Road Stoke between Saxton Road and Salisbury Road to 60km/h is undertaken;</p> <p><u>AND THAT</u> a Consultation Feedback Group, chaired by the Works and Infrastructure Committee Chair with two other members being Councillors Skinner and Acland (and Councillor Noonan as alternate), be delegated authority to listen to oral feedback from the community on 9 March 2016;</p> <p><u>AND THAT</u> a terms of reference for the Consultation Feedback Group be brought to the Works and Infrastructure Committee on 25 February 2016.</p>	Rhys Palmer	Report is on this agenda. Complete
25 February	Earthquake Update Report	<p>Resolved WI/2016/009</p> <p><u>THAT</u> the report Earthquake Update Report #7 (R5218) and its attachments</p>	Alec Louverdis	Isel House – Design complete, consent underway,

Outstanding Actions

Status Report - Works and Infrastructure Committee - 10 May 2016

MEETING DATE	SUBJECT	MOTION	RESPONSIBLE OFFICER	COMMENTS
2016	#7	(A1498625, A1498652, A1498808) be received; <u>AND THAT</u> approval is given to proceed with the earthquake strengthening of Isel House Chimneys to above 34%NBS, funded from the 2015/16 earthquake remediation budget; <u>AND THAT</u> approval is given to proceed with the earthquake strengthening of the Refinery Building to above 34%NBS, funded from the earthquake remediation budget in 2016/17 once the existing lease expires in December 2017.		construction anticipated to commence in June. Refinery – not yet commenced. Ongoing
31 March 2016	Waimea Road Issues and Opportunities	Resolved WI/2016/022 <u>AND THAT</u> opportunities three, four and seven in table 5.1 of report (R4960) are supported in principle; <u>AND THAT</u> officers initiate consultation on these opportunities and report feedback to a future meeting of Works and Infrastructure.	Alec Louverdis	Officers will commence consultation on these options with a view to reporting back to the W&I committee for a decision. Urgency was given to option 4 to align with the current York stream stormwater contract currently on site and a report is on this agenda. Ongoing

Main Road Stoke Speed Limit - Deliberations Report

1. Purpose of Report

- 1.1 To consider public/stakeholder feedback regarding the proposed speed limit reduction on Main Road Stoke between Saxton and Salisbury Road.
- 1.2 To amend the current speed limit bylaw schedules to reduce the speed limit on Main Road Stoke between Saxton and Salisbury Road from 80km/h to 60km/h.

2. Delegations

- 2.1 The Works and Infrastructure Committee has delegated authority to perform all functions, powers and duties relating to the operation of roads conferred on Council by relevant legislation. In this case the controlling legislation is the Land Transport Act 1998 (LTA).

3. Recommendation

THAT the report Main Road Stoke Speed Limit - Deliberations Report (R5622) and its attachments (A1521274, A1486083 and A1521649) be received;

AND THAT it be agreed that the speed limit on Main Road Stoke between Saxton Road and Salisbury Road be reduced from 80km/h to 60km/h on completion of the Elms Street/Main Road Stoke intersection safety improvements and associated speed reduction measures;

AND THAT schedules G and I in the Speed Limits Bylaw 2011 be amended to reflect this change;

AND THAT physical works approved at the Elms Street/Main Road Stoke intersection be funded from the Minor Improvements budget in 2016/17.

4. Background

- 4.1 In response to the recommendations of a Crash Reduction Study and two serious crashes in 2015, concept designs were completed for safety improvement works at the intersection of Main Road Stoke and Elms Street. During the design process it was identified that the speed limit on Main Road Stoke would need to be reduced to 60km/h if the safety risks were to be mitigated.
- 4.2 The case for safety improvements at the intersection and the need to reduce the speed limit was made in the report to the 26 November 2015 Works and Infrastructure Committee, where it was resolved:

AND THAT the design and construction of road safety improvements at the intersection of Main Road Stoke and Elms Street be included as a priority in the minor improvements work programme for the 2015/16 financial year;

AND THAT consultation to seek the community's views on a reduction of speed on Main Road Stoke between Saxton Road and Salisbury Road to 60km/h is undertaken;

AND THAT a Consultation Feedback Group, chaired by the Works and Infrastructure Committee Chair with two other members being Councillors Skinner and Acland (and Councillor Noonan as alternate), be delegated authority to listen to oral feedback from the community on 9 March 2016;

AND THAT a terms of reference for the Consultation Feedback Group be brought to the Works and Infrastructure Committee on 25 February 2016.

- 4.3 The Terms of Reference were approved by the Works and Infrastructure committee on 25 February 2016 and consultation undertaken.
- 4.4 The Consultation Feedback Group heard feedback on the proposed changes at Saxton Oval on 9 March 2016.
- 4.5 Currently a temporary speed limit of 50km/h is in place.

5. Discussion

Legislation

- 5.1 Currently, the process for setting speed limits is set out in the Land Transport Rule: Setting of Speed Limits 2003 with further technical guidance provided by Speed Limits New Zealand – Guidelines for setting speed limits and procedures for calculating speed limits. These documents are to be replaced by the Speed Management Guide in the near future following trialling of the guideline around the country.

- 5.2 Under the current speed limit setting process the calculated speed limit is 80km/h. Section 3.2(5)(a) of the rule allows a speed limit different to that calculated to be put in place if *"a speed limit different from the calculated speed limit is the safe and appropriate speed limit for a road with regard to the function, nature and use of the road, its environment, land use patterns and whether the road is in an urban traffic area or a rural area"*
- 5.3 In this case, the safe speed limit is 60km/h due to the need to reduce the potential impact speed of crashes at the intersection of Main Road Stoke and Elms Street.
- 5.4 The term *appropriate* relates to the ability of the road environment to communicate the speed limit to drivers in the absence of speed limit signs and its function in the wider network. In this case the function of the road is essentially the same as the 50km/h sections at either end of it (local arterial).
- 5.5 The challenge is the open nature of the road environment as a result of having Saxton Field on the east side of the road. Council will need to make the road environment "self explaining", so that drivers naturally travel at a speed close to the proposed 60km/h limit. It is proposed to narrow the lanes through road marking and plant areas of the bank between the off road cycleway and the drainage channel on the eastern side of Main Road Stoke in order to reduce the feeling of open space that drivers experience. This is expected to assist drivers to drive at a speed closer to 60km/h.
- 5.6 To further support the case for a 60km/h speed limit in the context of the legislation, the draft Speed Management Guide that is expected to be the controlling document in the future, supports this speed limit in this location.

Public feedback

- 5.7 Attachment 1 summarises the feedback received from members of the public as well as officer comments.
- 5.8 Attachment 2 summarises the oral feedback received by the Consultation Feedback Group.
- 5.9 In summary, feedback was received from 32 individual members of the public or businesses. A petition signed by 67 members of the Curves gym was also received.
- 5.10 The majority of the feedback received supported some form of speed reduction. In 15 submissions and the petition the proposed 60km/h limit was supported and in 9 submissions a 50km/h speed limit was supported.
- 5.11 As detailed in the previous report to the 26 November 2015 Works and Infrastructure Committee meeting, the warrant calculation for this section of road gives a speed limit of 80km/h so the proposed 60km/h is

already outside this. Further reduction on a permanent basis to 50km/h is considered to be unrealistic given the low density of driveways and a lack of parking on this section of Main Road Stoke. Additional engineering works alone to reinforce a 50km/h speed limit would not be expected to successfully convey the speed limit to drivers without the need for a very aggressive, permanent speed enforcement regime.

- 5.12 Seven submissions opposed the speed limit reduction.
- 5.13 Feedback supporting and opposing the speed reduction commonly asked that an alternative intersection control, such as a roundabout, traffic signals or banning the right turn out of Elms Street, be considered or adopted. A rough estimate for these types of intersection controls is in the order of \$1Million and unlikely to be funded by NZ Transport Agency (NZTA).

Stakeholder feedback

- 5.14 Council is required to seek feedback from the following stakeholders when proposing a speed limit change:
- NZTA
 - Police
 - Automobile Association (AA)
 - Road Transport Forum
- 5.15 NZTA support the 60km/h speed limit as this speed limit matches the new *Speed Management Guideline* output for this road section and the need to mitigate the road safety risk at the Elms Street intersection. NZTA have suggested that vehicle speeds be monitored should the 60km/h speed limit be approved to measure compliance with the new limit and additional work be done to make the road environment “self explaining” if compliance with the new limit is poor. As detailed in section 5.3 of this report, some works to achieve this are proposed.
- 5.16 No feedback has been received from the Police National Headquarters. Local Police representatives are supportive of the change to 60km/h.
- 5.17 The AA reluctantly accepts that there is a need for change and have asked that the section of Main Road Stoke between Saxton Road and Polstead Road be considered for a 60km/h speed limit as well. It is proposed that review of this section happen as part of a wider speed review once the new Speed Management Guideline is released by NZTA (scheduled for the end of 2016) as there is no safety concern related to this section of road.
- 5.18 No feedback has been received from the Road Transport Forum.

6. Options

- 6.1 Option 1: Do nothing (retain 80km/h speed limit) - The option to do nothing is not considered to be prudent given council's awareness of the safety issues at the intersection and the high risk of death or serious injury.
- 6.2 Option 2: Reduce the speed limit on Main Road Stoke to 60km/h to allow safety improvements at the Elms Street intersection which involve remarking and minor kerb realignment to create a dedicated left turn lane.
- 6.3 Option 3: Retain the temporary 50km/h speed limit for the next 2-3 years to allow time for a roundabout or traffic signals option to be included through a future LTP or Annual Plan (and RLTP if further analysis shows that the project can be subsidised by NZTA). This would also allow time for design and construction. It is noted that either of these intersection forms would likely require a reduction in speed limit. A roundabout would be expected to encroach onto the Saxton Fields reserve and require significant changes to the current concept plan for the reserve. There is a risk with this option that the temporary 50km/h speed limit would lose its effectiveness over time due to reducing levels of compliance unless the police aggressively enforced this limit.
- 6.4 Officers recommend option 2.

7. Funding

- 7.1 The cost reported to the November 2015 Works and Infrastructure Committee to undertake the works was estimated at \$150,000.
- 7.2 Following discussions with NZTA additional works to make the road environment more "self explaining" were required bringing the estimate of works to \$190,000.
- 7.3 The works will be funded from the Minor Improvements budget with the additional estimated cost of \$40,000 having already been anticipated and included in the business case for Minor Improvements.
- 7.4 It is envisaged that works will commence at the beginning of the 2016/17 financial year.

8. Alignment with relevant Council policy

- 8.1 Improving road safety through a reduction in high severity crashes in the transport network is a key level of service measure in the 2015-25 Transport Asset Management Plan, Regional Land Transport Plan and the 2015-25 Long Term Plan.
- 8.2 The recommendations in the report are not inconsistent with previous council decisions.

- 8.3 Goal 9 of Nelson 2060 focuses on meeting people's essential needs which includes making them feel and be safe. The recommended road safety improvement option is expected to improve the safety of users of the intersection and reduce the risk of death and serious injury.

9. Assessment of Significance against the Council's Significance and Engagement Policy

- 9.1 This decision is not significant under the Council's Significance and Engagement Policy

10. Consultation

- 10.1 Full consultation for the speed limit change has been undertaken as required and this report summarises the outcomes of the consultation to inform the Committee's deliberations.

11. Inclusion of Māori in the decision making process

- 11.1 No specific consultation with Māori has been undertaken.

12. Conclusion

- 12.1 Consultation has been completed with the majority in support of a speed reduction. There is support from NZTA and Police.
- 12.2 Officers recommend that the speed limit on Main Road Stoke between Saxton Road and Salisbury Road be reduced from 80km/h to 60km/h in order to mitigate the risk of an accident resulting in death or serious injury at the intersection of Elms Street and Main Road Stoke.

Chris Pawson

Asset Engineer - Transport

Attachments

- Attachment 1: A1521274 - Main Road Stoke speed limit change 2016 - Feedback summary
- Attachment 2: A1486083 - Main Road Stoke speed limit change 2016 - Written feedback - Full
- Attachment 3: A1521649 - Feedback Summary - Oral feedback - Main Road Stoke Speed limit 9Mar2016

Main Road Stoke speed limit change 2016 – Public feedback summary

Name	Summary of feedback	Officers comments
Arthur (no surname given)	Supports reduction in speed limit but wants a 50km/h limit	60km/h limit is already outside the warrant calculation and any further reduction will not be supported by NZ Transport Agency (NZTA).
Malcolm Hossack	Supports Speed reductions. Would like to see safety improvements to the Alliance Group access.	
Gavin Johnston	Supports reduction in speed limit but wants a 50km/h limit. Wants a roundabout to deal with delays for Elms Street traffic.	60km/h limit is already outside the warrant calculation and any further reduction will not be supported by NZ Transport Agency (NZTA). Roundabout or traffic signals likely to cost around \$1M and require 3 years for inclusion in Annual Plan, design and construction. Unlikely to be funded by NZTA.
Gavin and Julie Johnston	Oppose the speed limit change. Want to see a more comprehensive solution that makes it easier for drivers to turn out of Elms Street	Likely to require a roundabout or traffic signals costing around \$1M and require 3 years for inclusion in Annual Plan, design and construction. Unlikely to be funded by NZTA
Esther Sassenburg	Supports reduction in speed limit but wants a 50km/h limit. Wants to see a pedestrian/cycle refuge at the intersection	60km/h limit is already outside the warrant calculation and any further reduction will not be supported by NZTA. A refuge is being considered as an option to reinforce the speed environment.
Jackie and	Supports reduction in	The proposed works at the

Name	Summary of feedback	Officers comments
Dave Gibb	speed limit. Want cycle lanes removed	intersection include a left turn lane. The cycle lane will be in the area needed to separate the left turn lane from the straight through to ensure visibility so in effect the cycleway utilises what would otherwise be unused space.
Jessie Sutton and Kirsty Glasgow	Supports reduction in speed limit. Want a roundabout or traffic signals at the intersection.	Roundabout or traffic signals likely to cost around \$1M and require 3 years for inclusion in Annual Plan, design and construction. Unlikely to be funded by NZTA
67 members of the Curves Gym	Supports speed limit change	
Nick Rose	Unclear whether the speed limit change is supported. Wants a roundabout or traffic signals or ban right turn out of Elms Street.	Roundabout or traffic signals likely to cost around \$1M and require 3 years for inclusion in Annual Plan, design and construction. Unlikely to be funded by NZTA. Banning the right turn would likely result in increased light and heavy vehicle volumes using Main Road Stoke through the centre of Stoke which is not a desirable outcome.
Queenie Ballance on behalf of Nelson branch of the National Council Of Women of New Zealand	Wants to see a 50km/h speed limit	60km/h limit is already outside the warrant calculation and any further reduction will not be supported by NZTA.
Daphne Crampton	Supports speed limit change	

Name	Summary of feedback	Officers comments
AJ and SA Thoms	Supports speed limit change	
Sue and Andrew Whelan	Supports speed limit change. Suggests option of banning right turn from Elms Street	Banning the right turn would likely result in increased light and heavy vehicle volumes using Main Road Stoke through the centre of Stoke which is not a desirable outcome.
John Jordan	Opposes speed limit change. Wants the speed limit kept at 80km/h as time is too valuable	The current 80km/h limit is unsafe. See previous report to Works and Infrastructure report for further detail.
Lindsay Twiname	Supports speed limit change	
Pete Trewavas	Supports speed limit change	
Merle Moffitt	Opposes speed limit change. Wants right turn from Elms Street banned instead and 80km/h limit retained	Banning the right turn would likely result in increased light and heavy vehicle volumes using Main Road Stoke through the centre of Stoke which is not a desirable outcome. The current 80km/h limit is unsafe. See previous report to Works and Infrastructure report for further detail.
Trevor Gately	Wants the speed limit reduced to 50km/h instead of 60km/h.	60km/h limit is already outside the warrant calculation and any further reduction will not be supported by NZTA.
Bob and Val McFadden	Wants the speed limit reduced to 50km/h instead of 60km/h.	60km/h limit is already outside the warrant calculation and any further reduction will not be supported by NZTA.
Gary Michael	Opposes the speed limit change. Wants	See previous report to Works and Infrastructure report for

Name	Summary of feedback	Officers comments
	the 80km/h limit to be retained, the ditch filled and the cycle lanes removed	further detail. The cycle lane will be in the area needed to separate the left turn lane from the straight through to ensure visibility so in effect the cycleway utilises what would otherwise be unused space.
David McAlister	Wants the speed limit reduced to 50km/h instead of 60km/h.	60km/h limit is already outside the warrant calculation and any further reduction will not be supported by NZTA.
Clive Workman	Supports reduction in speed limit but wants a 50km/h limit. Wants a roundabout and removal of cycle lanes.	60km/h limit is already outside the warrant calculation and any further reduction will not be supported by NZ Transport Agency (NZTA). Roundabout or traffic signals likely to cost around \$1M and require 3 years for inclusion in Annual Plan, design and construction. Unlikely to be funded by NZTA.
Maria Archer	Wants the speed limit reduced to 50km/h instead of 60km/h.	60km/h limit is already outside the warrant calculation and any further reduction will not be supported by NZTA.
J Clayton	Supports speed limit change. Wants a roundabout or traffic signals to be considered as well	Roundabout or traffic signals likely to cost around \$1M and require 3 years for inclusion in Annual Plan, design and construction. Unlikely to be funded by NZTA.
Jand and Peter Winfield	Supports speed limit change	
Jim Diack	Suggests that the 60km/h limit is trialled as a temporary speed limit	No scope for this allowed in the legislation. Only 50km/h and 70km/h allowed as a temporary speed limit.

Name	Summary of feedback	Officers comments
PJ O'Conner (Heslops Group)	Opposes the speed limit change. Wants the cycle lanes removed and replaced with a dedicated left turn lane	The proposed works at the intersection include a left turn lane. The cycle lane will be in the area needed to separate the left turn lane from the straight through to ensure visibility so in effect the cycleway utilises what would otherwise be unused space.
P Goldie	Supports speed limit change. Suggests option of banning right turn from Elms Street	Banning the right turn would likely result in increased light and heavy vehicle volumes using Main Road Stoke through the centre of Stoke which is not a desirable outcome.
Harry Pearson	Opposes speed limit change. Wants the 80km/h speed limit retained and a roundabout installed	See previous report to Works and Infrastructure report for further detail. Roundabout or traffic signals likely to cost around \$1M and require 3 years for inclusion in Annual Plan, design and construction. Unlikely to be funded by NZTA.
Jan Valk	Supports speed limit change.	
Joanne Dixon	Supports speed limit change.	
Joanne Dixon	Supports speed limit change.	
Chris Budgen	Opposes speed limit change. Wants the 80km/h speed limit retained and banning of right turns at Elms Street, a roundabout installed, or an alternative access to Saxton Road.	See previous report to Works and Infrastructure report for further detail. Roundabout or traffic signals likely to cost around \$1M and require 3 years for inclusion in Annual Plan, design and construction. Unlikely to be funded by NZTA. A connection to Saxton Road would require a bridge that

Name	Summary of feedback	Officers comments
		would be very costly and is also unlikely to be funded by NZTA.

Feedback No. 1

Jessica Fechner

From: Joanne Dixon [joannedixon25@gmail.com]
Sent: Saturday, 26 December 2015 10:41 a.m.
To: Customer Service Team
Subject: Chris Pawson, Feedback on Main Road Stoke Speed Limit Change

Dear Mr Pawson

I am writing to support the lowering of the speed limit on Elms St area, as I feel it is unsafe for traffic to pull out safely on such a busy road at such a high speed.

I myself sometimes find I get annoyed by 50km/hr places, such as round the port, as it can sometimes add time to your journey you aren't prepared to give, but then I think you need to stop and make sense of what is really going on.

You aren't going to die spending a few more minutes on the road by going slower, but you might with higher speed and less opportunity to make good choices about when to turn.

Bearing that in mind I would again ask you to make what I consider the right decision for the community and drop the current speed limit and recognise that people really should endeavour to understand that described predicament relating to speed.

Sincerely
Joanne Dixon ✓
90 Dodson Valley Road
Atawai
Nelson 7010
5450900

Feedback No. 2

RECEIVED
08 JAN 2016
NELSON CITY COUNCIL

2nd January 2016

Chris Pawson
PO Box 645
Nelson 7010

Dear Chris

Re MAIN ROAD STOKE SPEED LIMIT CHANGE

In response the publicity, I agree with the proposal to reduce the speed limit on this road to 60kph and maybe a sign to alert motorists to "MERGE" at Eims Street exit on to main road.

It's an area that should work well as it is, but obviously doesn't and there is an option for motorists to take the bypass if they wish to go faster.

Yours faithfully


Jan Valk
328 Nayland rd
Stoke

-----Original Message-----

From: Harry Pearson [<mailto:pearsonharry@yahoo.co.nz>]

Sent: Sunday, 27 December 2015 2:25 p.m.

To: Customer Service Team

Cc: jan.jaquery@nmdhb.govt.nz; Jan Jaquery; houlty@xtra.co.nz

Subject: Main Road Stoke Speed Limit Change

Feedback No. 3

To whom it may concern,

For maximum efficiency of people's time and to optimise traffic flow during any time of the day, I would like to suggest the following:

1. The speed limit on Main Road Stoke, between Orphanage Stream and Salisbury Rd be kept at 80 km/hr.

2. That a roundabout be installed at the intersection of Elms St and Main Road Stoke.

The roundabout on the main highway between Richmond and Stoke works extremely well and therefore I see this as the best solution.

If it worked well for the Saxton Fields developments, then perhaps a 4 way roundabout could be considered.

Please submit the above suggestions to Chris Pawson and whoever else is concerned with making a final decision on this. Thank you.

Yours sincerely,

Harry

pearsonharry@yahoo.co.nz

Boat Storage Nelson

+64 274072074

+64 3 5477313

Unit 1, 310 B Nayland Rd,
Stoke

Nelson 7011

04-01-15

Chris Pawson,

P.O. Box 645

Nelson 7010

RECEIVED

14 JAN 2016

Dear Sir,

NELSON CITY COUNCIL

I am writing to express my views regarding the proposed speed limit change on Main Road Stoke (due to the recurring accidents at Elms St. intersection). I endorse the intention to limit speed to under 60.kph. To further reduce the number of accidents at that spot why not make it a "No Right Turn" at Elms Street which would mean that in order to get to Richmond a driver merely joins the traffic flow by turning left, going around the Sexton roundabout and entering the Main Road Stoke and heading towards Richmond.

This plan would greatly lessen the accident rate.

Simple.

Sincerely,

P. Goldie (Mrs.)

HESLOPS GROUP

CARS • TRUCKS • ENGINEERING • MARINE • FUEL INJECTION • MACHINING

Feedback No. 5

5th January 2016

RECEIVED
18 JAN 2016
NELSON CITY COUNCIL

C Pawson
Nelson City Council
P O Box 645
Nelson 7010

Dear Chris

Main Road Stoke speed limit change from 80km/h to 60 km/h

Thank you for your written notification regarding this matter. Our Group of companies employs fifty people in the Whakatu Industrial Estate, so we feel well qualified to comment on the issues regarding the Elm Street/Main Road Stoke intersection.

While we believe that reducing the speed limit to 60 km/h has some merit, **we do not believe that this will prevent crashes from occurring here.** Speed is not the main issue. In our experience most of the accidents occur when large vehicles/trucks/SUVs etc that are travelling towards Stoke, turn left into Elm Street. This causes the vehicles waiting to turn right from Elm Street to be unable to see what is behind the vehicle turning left. This was the cause of a recent major accident when one of our staff collided with a motor cyclist that was overtaking a left turning truck.

In our opinion the answer to reducing crashes at this intersection is to do away with the cycle lane that is on the left edge of the road as you drive towards Stoke. This would then allow a left turning lane for those vehicles turning into Elm Street. This would immediately remedy the accident causing visibility issues. There is already an excellent cycle way on Saxton Fields which runs parallel to the road, which has the capacity to handle all of the cycle traffic. There is also a cycleway on the Saxton Field side of the main road. Our observations are that people already use the cycleway in Saxton Field to travel both ways, rather than cycle on the edge of the busy road. Why do we need three cycleways on/alongside one road?

We also believe that if the playing field layout had allowed it at the time, the road to/from Saxton Fields that is on Main Road Stoke should have been designed to be opposite Elm Street. This would then have allowed a round a bout or traffic lights to be installed, which would not only prevent these crashes but would also do away with the current peak hour excessive delays that occur at this intersection.

- HESLOPS GROUP -

Freephone 0800 437 567 | Ph 03 543 9400 | Fax 03 543 9407
7 Kotua Place, Stoke | PO Box 3012, Richmond, Nelson 7050
Email admin@heslops.co.nz
www.heslops.co.nz

We trust that this feedback will be taken into account by the Councillors when they are considering the speed reduction. We say again that changing the speed will not prevent crashes occurring at this particular intersection.

I would be happy to speak to the Councillors at the public meeting on March 9, if you believe that this would be of assistance.

Yours sincerely



P J O'Connor
General Manager
Heslop Group

- HESLOPS GROUP -

Freephone 0800 437 567 | Ph 03 543 9400 | Fax 03 543 9407
7 Kotua Place, Stoke | PO Box 3012, Richmond, Nelson 7050
Email admin@heslops.co.nz
www.heslops.co.nz

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19 JAN 2016

NELSON CITY COUNCIL

Feedback No. 6

8 Elms St
Wakatu Industrial Estate
Stoke.

P. O. Box 640
Nelson

Nelson City Council
P. O. Box 645
Nelson

14 January 2016

Attn: Chris Pawson

Dear Chris

In regard to the proposed speed limit change on Main Road Stoke.

My position is Service Manager at Honda New Zealand Distribution centre situated at 8 Elms St. Stoke. We are situated near the corner of Main road Stoke and Elms st. and have been witness to many collisions and near misses at the intersection.

From the company prospective, this involves our contractors car transporter truck units which are maximum legal length truck and trailer units turning right or south bound out of Elms St onto Main road Stoke. The current temporary 50 kph certainly has been beneficial to slowing the traffic but there is still a large volume that have not slowed to 50kph by the time they have reached the Elms St intersection and these are the offenders that cause the gaps in traffic to close up and prevent a safe entrance onto the main road.

I strongly support your recommendation to move the restriction to begin at Salisbury Road and would suggest your current temporary signage be moved to the proposed change position to further gauge the flow at 60kph before a final decision is made.

Thank you for the information already supplied and the opportunity to submit idea's as this intersection affects the everyday safety of our contractors and employees.

Yours Faithfully

Jim Diack



Main Road Stoke Speed Limit Change

It is proposed to change the speed limit on Main Road Stoke, between Orphanage Stream and Salisbury Road, from 80 km/h to 60 km/h.

WE WANT YOUR FEEDBACK

In August 2015, in response to a number of highly publicised crashes at the intersection of Main Road Stoke and Elms Street, Council officers and local representatives from the New Zealand Police undertook a crash reduction study of the site.

The study found a very high risk of crashes resulting in death or serious injury and recommended urgent improvements to the layout of the intersection. It is proposed to better match the speed of vehicles on Main Road Stoke to the visibility available to drivers turning out of Elms Street. Lowering speeds has a direct effect on crash survival and injury rates.

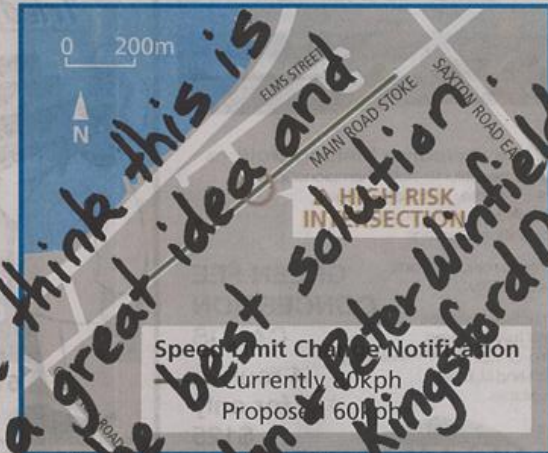
If this recommendation is accepted, the speed limit on Main Road Stoke between Orphanage Stream and Salisbury Road will be permanently reduced to 60 km/h.

You are invited to give us your views by:

- Sending your written views to Chris Pawson, Freepost Authority Number 76919, PO Box 645, Nelson 7010.
- Dropping your feedback in to Civic House, 110 Trafalgar Street, Nelson.
- Coming to speak to Councillors at a public meeting on 9 March 2016 at the Saxton Oval, Saxton Field, Stoke.

(See below to book a time.)

All written feedback must be received by 5pm Monday 15 February 2016.



For more information about the proposed speed limit change and the options considered by Council, visit nelson.govt.nz/services/transport/roads/main-road-stoke-speed-limit-change for the full Council report. Hard copies of the report are available at Civic House or any Nelson public library. Council staff will be present at the public meeting to answer technical questions about the speed limit change.

For any other questions or to book a time to speak at the public meeting please contact our Administration Support team by phone on **03 546 0200** or by email to customer.service@ncc.govt.nz

A final decision will be made at the Works and Infrastructure Committee Meeting on 31 March 2016. The minutes of the meeting will be available on Council's website following the meeting.

Dear Chris,

I think it is a great idea to reduce the speed along Main Road Stoke to 60km. My only concern is still the visibility at the intersection. It is very hard to see behind cars/trucks turning into the Estate travelling from Richmond. Also when people are turning right towards Richmond, those travelling left towards Stoke also struggle to see. Peak hour traffic is the worst times as you will know, and also with the new Animates building on the corner people entering + exiting can cause traffic delays turning in or out of the Estate. I have worked in the Estate for 7 years and I have witnessed many near

Feedback No. 8

misses, minor and major accidents. I think its great that the council is addressing this matter! I think a round-a-bout, traffic lights or even a left turn only should all be considered with lowering the speed limit.

Any action taken is sure to make it safer for all users, Thank you for taking the time to read this.

Look forward to safer developments!

Kind Regards

J Clayton

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25 JAN 2016

NELSON CITY COUNCIL

Submission regarding the proposed lowering of the speed limit – Main Road Stoke

I agree with the proposal to lower the speed limit of the Main Road Stoke adjacent to Saxton Fields.

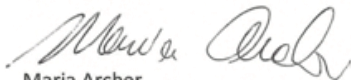
However the proposal to lower the speed limit to 60kph is not sufficient.

I request that the speed be limited to 50kph.

Reasons:

- The speed limit for the rest of the Main Road is 50kph and changing the 80kph to 50kph gives consistency.
- With the increased utilisation of Saxton this stretch of road is being more heavily utilised by foot and cycle traffic as well as more vehicular traffic.
- There is a bus stop south of Elms Street which is being increasingly utilised and necessitates crossing the road in this area, seriously increasing the risk of vehicular/pedestrian incidents.
- The imminent opening of the velodrome will significantly increase all modes of traffic in the near future.

Thank you for considering my submission.



Maria Archer
12 Joyce Place
Richmond, Nelson
544 1580

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25 JAN 2016

NELSON CITY COUNCIL

Feedback No. 10

Jessica Fechney

From: Clive and Janet Workman [cjw.bayview@xtra.co.nz]
Sent: Saturday, 23 January 2016 10:30 a.m.
To: Customer Service Team
Subject: Main road Stoke speed limit change

Hello,

I would like to register my interest in speaking at the public meeting to be held on 9th March at Saxton Oval regarding the Main Road Stoke speed limit change.

Regards

Clive Workman.

Feedback No. 11

David & Christine McAlister
15 Sanctuary Drive
Stoke
Nelson
7011

david.davris@gmail.com

25 January 2016

Chris Pawson
Freepost Authority Number 76919
PO Box 645
Nelson
7010

RECEIVED
28 JAN 2016
NELSON CITY COUNCIL

Dear Mr Pawson,

I read with interest the proposal to change the speed limit on Main Road Stoke from Orphanage Stream to Salisbury Road.

The previous increased speed limit from 50Kph to 80Kph over this short stretch of road would have made a difference of 1min 34 sec in the journey time. The proposed change from 50Kph to 60Kph will mean a time saving of 1min 12sec and will add to the confusion over speed limits. I do not believe that this time saving, with resultant confusion is worth the change.

I propose that the speed limit should be 50Kph all the way along Main Road Stoke to Salisbury Road.

Yours sincerely



David McAlister

Feedback No. 12

Chris Pawson
PO Box 645
Nelson 7010

Freepost Authority Number 76919
25 January 2016

RECEIVED

28 JAN 2016

NELSON CITY COUNCIL

Dear Chris

Main Road Stoke Speed Limit Change

I oppose the speed limit dropping from 80 km/h to 60 km/h on the section of Main Road Stoke between Orphanage Stream and Salisbury Road. I would advocate no less than 70 km/h along this wide section of Main Road Stoke that has only 2 road intersections and the Alliance Group access.

Accidents at the Elms Street intersection have probably increased since the merging lane for traffic turning left onto Main Road Stoke was removed and a cycle lane installed along the right-hand side of this section of Main Road Stoke. I believe it was considerably safer turning out of Elms Street onto Main Road Stoke when there was no cycle lane and the merging lane was in place.

Why was a cycle lane installed on the right-hand side of Main Road Stoke in the first place when there is the new cycle / pedestrian path in Saxton Field on the left-hand side. I am not opposed to cyclist as I do own a bike but it seems completely unnecessary to have two cycle lanes and a cycle / pedestrian path along this section of Main Road Stoke. I frequently travel along Main Road Stoke and on most occasions I seldom see a cyclist using the right-hand lane. Most cyclists travelling towards Stoke seem to use the safer cycle/pedestrian path on the left-hand side.

Once the existing old narrow section of cycle / pedestrian path opposite the Alliance Group is upgraded I'm sure you would find even less cyclists use the right-hand lane.

It would make sense to remove the right-hand side cycle lane and restore the traffic merging lanes for traffic coming out of Elms Street. Or remove the right-hand side cycle lane and install a compulsory stop for traffic coming out of Elms Street.

It would also make it a lot safer for all if the ditch on the left-hand side of Main Road Stoke was piped and filled in. Achieving this would provide more room to develop and make this section of Main Road Stoke even safer for cyclists and motor vehicles.

Further more I would recommend that whatever speed is adopted for this section of Main Road Stoke it is extended back to where the 80 km/h use to start near Standish Place. It is totally unnecessary that the section of Main Road Stoke between Standish Place and Saxton Road is set at 50 km/h. This section of road is very open and hugely wide with generous shoulders and has limited traffic entry from the left-hand side. Cyclists have the shared pathways, which are separated from the road. It is a real drag crawling along this piece of road at its present speed limit and seems completely unnecessary.

In comparison Waimea Road from Bishopdale to Wakatu is 70 km/h, carries more traffic, has more intersections including the busy Ridgeway connection, is undulating and is not a straight section of road. It works fine except on the odd occasion, which you have to expect with the standards of some drivers.

I recommend that a speed limit of 70 km/h be installed from Standish Place to Salisbury Road.

Gary Michael



13 Clairmont Heights

Stoke

Nelson

E-mail mibega@slingshot.co.nz

25. Jan. 2016

Chris Rawson
Nelson City Council

Bob & Val McFadden
8 Stead Crescent
Stoke, NELSON 7011
(03) 9700029

Feedback No. 13

Main Road Stoke Speed Limit Change

Hi Chris,

I would support the speed limit change on the section of Main Road Stoke.

It has always been difficult getting in and out (more so out) of Elms Street when there was an 80 kph speed limit. It is a mind set especially at higher speeds that vehicles in general are reluctant to slow down and let you in. With the 80kph limit it is also longer to get up to traffic speed consequently often slowing down through traffic.

At a 60kph limit (I would be happy with 50kph) it is easy to enter a stream of traffic and get up to speed limiting frustrations to through traffic and attempts at reckless passing. This would be especially so for trucks entering

Feedback No. 13

Main Road from Elms Street.

In summary, I would prefer
50 kph as the speed limit but think
that 60 kph is a good compromise.

Regards

Bob McFadden
(Bob McFadden)

RECEIVED

29 JAN 2016

NELSON CITY COUNCIL

25 Cautley Street
Richmond 7020
Ph. 544 8757
27/1/16

Feedback No. 14

RECEIVED

29 JAN 2016

NELSON CITY COUNCIL

Hi Chris. re: Main Road Stoke Speed Limit change.

I fully support a permanent speed limit change on Main Road Stoke, between Orphanage Stream and Salisbury Road, but from the existing 80 km/h to 50 km/h... (not 60 km/h)

I think that it's confusing, totally unnecessary and dangerous, to have a different speed limit on such a short stretch of road. Most drivers continue to doodle along there anyway, having left Richmond on Stoke - much better, and safer to maintain a constant 50 km/h.
cheers..

Yours sincerely
Trevor Gately

TGately

RECEIVED

29 JAN 2016

NELSON CITY COUNCIL

#2 Idesia Love,
Richmond 7020
January 23, 2016

Chris Pawson
Nelson City Council.

re MAIN ROAD STOKE SPEED LIMIT CHANGE

Dear Sir,

I am a ratepayer in both Richmond and Nelson and use Main Rd Stoke regularly so I am interested in the speed change.

I feel that most of the accidents are a result of cars coming out of Elms St. and unable to turn R/L towards Richmond due to the high traffic area. I propose that if traffic coming out of Elm St. were only allowed to make a left turn, the higher speed limit of 80 km/h. would remain safe. Anyone wishing to go towards Richmond would only need to go to the Bunnings roundabout in order to head back the other way.

If no R/L turn were allowed, this intersection would be much safer and the faster (80 km) limit could be maintained.

I don't wish to speak to this suggestion. I just would like it considered as an alternative solution.

Sincerely,
Merle Moffitt
(MERLE MOFFITT)

RECEIVED

02 FEB 2016

NELSON CITY

Coster Properties Ltd
10 Tokomaru Pl
Stoke
NELSON

28 January 2016

Dear Sir

Thank you for the opportunity to comment on the proposed permanent speed reduction on Main Road Stoke affecting those living and working in the Wakatu Industrial Estate.

Having experienced both 80kph and 50kph speed limits while turning from Elms St on to Main Road Stoke, I can only agree wholeheartedly with the permanent reduction to 60kph and the safety benefits that reduction will bring.

Regards,
Pete Trewavas
0211567896



Feedback No. 17

11 Taunton Place
Stoke
Nelson 7011

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02 FEB 2016

NELSON CITY COUNCIL
Customer Service

26 January 2016

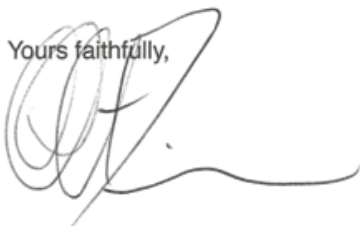
Chris Pawson
Nelson City Council
110 Trafalgar Street
NELSON

Dear Sir/Madam,

Main Road Stoke Speed Limit Change

I agree with the proposed speed limit change, from 80kph to 60kph.

Yours faithfully,

A handwritten signature in dark ink, appearing to be 'Lindsay Twiname', written over a horizontal line.

Lindsay Twiname

34 Devon St,
Stoke
30th January 2016

Nelson City Council

attn: Chris Pawson
Dear Sir

Re: Main Road Stoke Speed Limit.

PLEASE LEAVE THE SPEED LIMIT AT 80 KPH
on the portion of road under review.

Time is valuable for all of us and many
of the vehicles carry Tradesmen travelling to
or from work jobs with their time being
charged out \$75.00 + - per hour.

We must have 80 KPH on this stretch of road.

Yours faithfully
J. M.O. Jordan
JOHN JORDAN.

Feedback No. 18

RECEIVED

04 FEB 2016

NELSON CITY COUNCIL

8 Marybank Road

Marybank

Nelson 7011

RECEIVED
05 FEB 2016
NELSON CITY COUNCIL

2 February 2016

As a survivor of a recent car crash at the Elm St intersection I would implore the powers that be to reduce the speed limit on Main Road Stoke.

My toddler and I were involved in a serious 3 car crash on Main Rd Stoke on 21st May last year, as a result of an impatient driver exiting Elm road and pulling out in front of my car (that was doing 80km). While this was his fault, and stupid drivers will never cease to exist - I do think having a lowered speed limit, and therefore more reaction time would help minimise the impact of any accident or potential accident.

Perhaps it will also give drivers exiting Elm St a better chance of time to move into gaps in the traffic thereby lessening impatience.

Another option could be making it left turn only from Elm St.

We were very lucky to be able to walk away from this accident alive. It could have been so much, much worse.

We would also love it if the speed limit on State Highway 6, from Marybank into the city could be reduced to 80km. There are so many exits onto this road that 100km seems ludicrous. We have witnessed many near accidents on this road in our short time of living in Marybank.

Yours sincerely



Sue (& Andrew) Whelan

28 January 2016

Chris Pawson
Freepost Authority No 76919
PO Box 645
Nelson 7010

RECEIVED

10 FEB 2016

NELSON CITY COUNCIL

We support a 60 km/h limit between Bunnings roundabout through to the next one we think 50 km/h is just too slow for the area.

Yours faithfully



A.S. THOMAS



S.A. THOMAS

1 WILKINSON PLACE
STOKES
NELSON

Feedback No. 21

RECEIVED

12 FEB 2016

NELSON CITY COUNCIL

9 February 2016

care "Whareama",
81 Neale Avenue
Stoke 7011

SUBMISSION

Chris Pawson
Freepost Authority Number 76919
P O Box 645
NELSON 7010

The speed on Main Road Stoke between Orphanage Stream and Salisbury Road
must be permanently reduced to 60~~mph~~ km/h

Drivers obey speed reduction; it is safer and passengers lives, even injuries,
from side crashes are lessened.

Death is traumatic but injuries can be long lasting. Economies can be
seriously affected.

Confirming sight distance visualization for motorists exiting from Elms
Street is most important.

There is no option to do nothing.

Life is too valuable, despite motorists' haste.

Another point; Just prior to Elms Street, on Main Road, the round-a-
bout poses a hazard. Hight. low placed drivers are unable to see
traffic until half way round.

The upward slope of the round-a-bout, plus the planting is, at times,
dicey.

Daphne Crompton



NATIONAL COUNCIL OF WOMEN OF NEW ZEALAND (Inc)
Te Kaunihera Wahine o Aotearoa
Nelson Branch

Chris Pawson,
Nelson City Council

Main Road Stoke speed limit change
Submission

Submitters name Queenie Ballance
Daytime phone 539 0459
6 Brougham Street, Nelson 7010
Submission on behalf of Local Issues Group of the Nelson Branch of
National Council of Women of New Zealand
I do not wish to be heard in support of my submission

The following comments have been suggested by Nelson Local Issues Group Nelson Branch NCWNZ. Members of the group and branch reflect the wider community in having a range of ages, socio-economic and educational backgrounds, and as women represent the 'average' person. Members of the group have also asked for input from friends and relations. We agreed unanimously and suggest, that the speed limit should be reduced to 50k for the whole stretch of road in the interests of safety and law enforcement.

A short stretch of road with the speed limit of 60k is a distraction and will be difficult to enforce.

Should accidents occur, the lower speed could lessen the damage. The lower speed should also help drivers exit Elm Street into Main Road Stoke traffic stream.

The proposed changes to the intersection will, hopefully, make the intersection less dangerous.

Queenie Ballance
11.2.16

Feedback No. 23



26 Blair terrace, Richmond, Nelson, 7020

1/8/2016

RECEIVED
15 FEB 2016
NELSON CITY COUNCIL

Dear Councillors

As I travel past this intersection every day I would like to feedback on the proposed speed limit change at the intersection of Main road Stoke and Elms Street from 80km to 60 km.

Speed is always a contributing factor but is not the cause of accidents, indeed as the recommendation of the study stated " **urgent improvements to the lay out of the intersection is required**" whilst lowering the speed limit certainly would not hurt, it will not impact the cause of accidents which is the road layout itself. Point 4.5 of the report states percentage of survivability at different speeds to reduce the level of injury on the inevitable accidents expected, would it not be better to deal with the issue rather than survive it.

Our roads could be a lot safer if we invested for the future instead of limiting to short term fixes that are passing on the problem rather than fixing.

When the development of the sports complex opposite was planned the solution would have been to have the exit opposite Elms street instead of 30 meters further on and introduce a roundabout to make it safe. However we now have a terrible layout where motorists are pulling out crossing traffic endangering themselves and others. It is very disappointing if doing the right thing is not done due to cost over safety as this is a short sighted strategy.

Something needs to be done.

1. Traffic lights would make it safer but would cause congestion.
2. Introduce a no right turn out of Elms street requiring traffic to go left to the Bunnings roundabout. Introduce a Centre meridian barrier to prevent right turns.
3. Introduce a Roundabout - the easiest and safest solution as there is plenty of room.

Regards,
Nick Rose



Curves Stoke Richmond
3 Elms Street
Wakatu Estate
P O Box 3550
RICHMOND

5 February 2016

Chris Pawson
Nelson City Council
P O Box 645
NELSON 7010

Dear Mr Pawson

Re: Main Road Stoke / Elm Street intersection speed limit change

We write as the owners of Curves Stoke Richmond and regular users of the Main Road Stoke / Elms Street intersection. Since purchasing the business in August 2013 we have been aware of a number of accidents on this intersection, and many near misses. Two accidents that we are aware of, have involved our own members. Members have reported to us a number of near misses, and we have ourselves witnessed numerous near misses. We fully support the decision to decrease the speed limit, and enclose documentation from our members (many still away over summer) who also support the reduction from 80km/h to 60 km/h.

We have viewed the proposed new layout and we are not convinced that long term, with the increasing volume of traffic, this will resolve this accident spot. With the increasing traffic on this road, we think the proposed changes may be short sighted, and budget driven; traffic lights or a roundabout would provide more safety longer term.

Critical we believe, is signage for traffic travelling from Richmond to Stoke, who are turning into Elms Street. These drivers need to be aware of the two drive ways directly after the intersection (Animates & 3 Elm Street). We have witnessed a number of near misses by traffic turning into Wakatu Estate who do not slow in anticipation of the two entrances mentioned above.

There are often very large trucks turning out of Elms Street onto Main Road Stoke which means that vehicles turning left have their view blocked. We have witnessed left turning traffic using the cycle lane as a filter road, which not only endangers cyclists, but also traffic travelling from Richmond to Stoke, who are complying with the speed limit.

We trust that when the proposed changes occur traffic policing in this area is increased, so that the public realises the authorities are serious about making change at this intersection.

If you require any clarification regarding this correspondence, please do not hesitate to contact us.

Yours sincerely

Jessie Sutton, Kirsty Glasgow

Jessie Sutton & Kirsty Glasgow

RECEIVED
15 FEB 2016
NELSON CITY

Feedback No. 24

As a member of Curves Stoke Richmond, 3 Elms Street, Stoke, and a regular user of the Elms Street / Main Road Stoke intersection, I fully support the proposed change to the speed limit on Main Road Stoke from 80km/h to 60 km/h.

Name (printed)	Address	Signature
Jessie Sutton	19 Scotland St	Jessie Sutt
Julie Flin Toft	89 Point Rd Monaco	J. Flin Toft
Angela Arnold-Kelly	35 Martin St Monaco	Angela Arnold-Kelly
Eleanor Hanney	PO Box 2057 Stoke	E. Hanney
Paua Frost	105 Point Rd Monaco	P. Frost
KAREN BATCHELOR	203 MAIN RD HOPE	K. Batchelor
Sandra Hosie	63rd Golf Rd Tahunanui	S. Hosie
JOCelyn ROBINSON	1/158 TOI TOI ST NN	J. Robinson
Marion Copp	77 Pine Hill Rd	M. Copp
Mary Greenland	38 B Martin St, Monaco	M. Greenland
Jackie Simmons	149/16 SARGESON ST, STOKE	J. Simmons
Helen Edgerton	26 The Drive, Wairoa Village	H. Edgerton
Irish Reid	Maitland Ave Stoke	I. Reid
Fleur Palmer	12 Antoine Crave Rd	F. Palmer
Lisa Dunn	160 Aranui, Napier	L. Dunn
Lizzy Potts	330 Suffolk Rd Stoke	L. Potts
Dorothy Riley	16 Chisnall St Richmond	D. Riley
Cleannis McEllen	32 Newman Drive	C. McEllen
Kirsty Glasgow	3 Chisnall St, Richmond	K. Glasgow
Leanne Leih	9 Oishea Place, Wairoa	L. Leih
Roz Redpath	100A Champion Rd	R. Redpath
Kate Redpath	100a champion Rd	K. Redpath
DOROTHY A CHARLTON	68 PARSONS DRIVE	D. Charlton

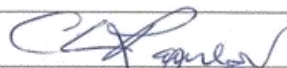





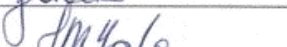
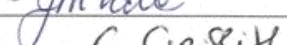


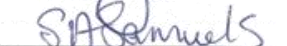
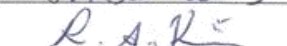
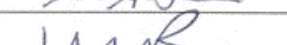
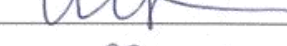



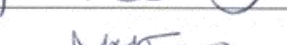





Feedback No. 24

As a member of Curves Stoke Richmond, 3 Elms Street, Stoke, and a regular user of the Elms Street / Main Road Stoke intersection, I fully support the proposed change to the speed limit on Main Road Stoke from 80km/h to 60 km/h.

Name (printed)	Address	Signature
Kay Holmwood	164/16 Sargeson St ^{Stoke}	K Holmwood
Helen Ankon	3 Appaloosa Ave Rd	Helen Ankon
Laura Cain	23 Dorset St	L Cain
Margaret Moore	1/384 Main Rd Stoke	M Moore
Anja Bruyl	19 Covent Drive	Anja Bruyl
Jill Neame	313 Nayland Rd	J Neame
Dolma A. Isaac	11 Ashbury Rd	D Isaac
Jacquie Bliss	33 Viewmount	J Bliss
Cala Wardrop	1868 Anised Valley Rd	C Wardrop
Rebecca Brown	15 Appaloosa Ave Rich	R Brown
Claire Gerrard	10 Ken Wadsworth Way ^{Stoke}	C-K-Gerrard
Jan Dyson	572 Main Rd, Stoke	J Dyson
Mary Faragher	5 Tuffnell St Rmd.	M Faragher
Heather Williams	3 Honey-Tye Way	H Williams
Hilary Clifton	58 Maple Drive, RD1 UMO	H Clifton
Valma De Gurey	6 Austen Ward Hts	V.M. DeGurey
Diane Ramsay	587 Waimea Rd Nelson	D. Ramsay
Rosalind Gibney	38 Otterson St	R Gibney
Lyn Smolenski	29 Valhalla Dr.	Lyn Smolenski
Ram Boyden	3 Heaphy St	Ram Boyden
Rosalie Higgins	29 Enner Glynn	R Higgins
Sophus Glasgow	3 Chisnall St, RD	S Glasgow

Feedback No. 24

As a member of Curves Stoke Richmond, 3 Elms Street, Stoke, and a regular user of the Elms Street / Main Road Stoke intersection, I fully support the proposed change to the speed limit on Main Road Stoke from 80km/h to 60 km/h.

Name (printed)	Address	Signature
CHERRY RAINGER	68 PANORAMA DRIVE	
Sheree Laidlaw	23 Andrews St	
Lyn Gurnon	9 Olivers Place	
Margaret Clements	523a Waimea Road	
Vicky Clements	503 Waimea Road	
CAROLE CROCKER	13 APPALOOSA AVE	
Judith McCabe	5 Maple Cres Richmond	
Carolyn Griffith	1/25 Bishopdale Ave	
Patsy Mayers	16 Templemore Dr. Rich	
Sue Samuels	11a Harriet Ct Rich	
Rosemary Kiwi	Richmond	
Maxine PRICE	Stoke	
Susan Booth	22 Willow Ave Stoke	
Dawn Rameka-iti	22 Shearer Tce Richmond	
Bronwyn King	53 Redwood Rd, Appleby	
Miriam Dawson	3 Crescent St, Rd.	
Beth Macky	177 Maizey Rd	
Noreen Sargent	Knockbarn Drive	
Kim Edgar	48 Ngawhata Rd	
Maree Moore	48 Lunny Road.	
Anne Orchard-Chauhan	26A Churchill Ave	
Heather Heath	23 Hobank Pl. Richmond	
Gwen Hall	22 Best Pl Stoke	



P.03 544 1420 20 Tokomaru Place Wakatu Estate PO Box 2350 Nelson

C Pawson
Nelson City Council
P O Box 645
Nelson 7010

RECEIVED
15 FEB 2016

NELSON CITY COUNCIL
Customer Service

5 February 2016



Dear Chris Pawson,

Re: Main Road Stoke speed limit change

We agree with the proposal to reduce the speed limit to 60km/h. We would support the removal of the current 80km/h short distance from the freezing works to the roundabout at Raewards. Drivers don't always reduce their speed when coming from the Richmond direction to Stoke.

We would also like to propose removing the cycle lanes on both sides of the Main Stoke Road from Salisbury Road to Saxton Road. There already exists a much safer cycle lane along Saxton Field Park just off the road. When driving from Richmond direction towards Stoke along the Main Stoke Road and turning left into the Wakatu Industrial Estate, it is necessary to drive along/cross over this cycle lane. This could be replaced with a left turning lane improving visibility for vehicles turning out of the Wakatu Industrial Estate making a right hand turn onto the Main Stoke Road. When turning left out of the Wakatu Industrial Estate towards Stoke, the existing cycle lane could become a merging lane for traffic.

Your sincerely



Jackie & David Gibb
Directors

www.conceptwardrobes.co.nz

Feedback No. 26

RECEIVED

15 FEB 2016

NELSON CITY COUNCIL
Customer Service

Submission for:

Main Road Stoke Speed Limit Change Between Orphanage Stream and Salisbury road

Nelson, 14 February 2016

Dear sir/madam,

In my opinion this road section should have a speed limit of 50 km/h.

80 km/h is way too fast for this road section and even 60 km/h is too much.

There is so much traffic movement happening there, that the speed limit should be as it is within the town boundaries: a normal 50 km/h.

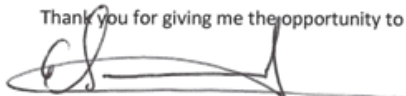
In your explanation as published in the newspaper it only mentions drivers at risk, but doesn't pay attention to cyclists and pedestrians.

For about a year I used this intersection as a cyclist and it was extremely dangerous to cross it.

Some days I took the bus and I noticed how dangerous it was for people to cross safely from Main Road Stoke to go to Elm Street.

Besides reducing the speed limit, there should also be a refuge that can be used for pedestrians and cyclists.

Thank you for giving me the opportunity to give my view.



Esther Sassenburg

46 Brooklands Road

Nelson

Phone: 03 5450252

Feedback No. 27

To: Chris Pawson**From: Gavin & Julie Johnston****Nelson City Council****2A Clairmont Heights****110 Trafalgar Street Nelson****Stoke Nelson 15th Feb 2016****MAIN ROAD STOKE SPEED LIMIT CHANGE****BETWEEN ORPANAGE STREAM AND SALISBURY ROAD**

RECEIVED
15 FEB 2016
NELSON CITY COUNCIL
Customer Service

Working in this industrial area we are using this intersection frequently. Dropping the speed limit from 80 km/h to a temporary 50km/h has assisted, but we are all still experiencing a large number of speeding vehicles who are travelling at 60 – 80 km/h

To put the recommended speed limit on this section of road at 60km/h will in turn only have traffic going above this limit and very soon we will be back to square one.

As users of this intersection most days we see many very near misses with vehicles turning right out of Elms Street. This is mainly due to the speed that vehicles are doing coming along the main road towards Elms Street. Not only that, some vehicles forget to give way to vehicles that are turning into Elms Street from the Saxton Road end of the Main Road.

This new proposal does not correct the huge problem for traffic attempting to turn right from Elms Street onto the Main Road.

Being an industrial area and at times a very busy Main Road there are a large number of vehicles including huge semi-trucks and trailers, for example TNT Transport, Peter Baker Transport, Bridgestone and Heslops customers, endeavouring to find a gap in the traffic allowing them room to turn. These huge vehicles also find if there is a gap large enough to turn, they also have to give way to traffic sitting in the lane waiting to turn into Elms Street.

We feel strongly that these problems are very serious and have not been included in the proposal to prevent crashes or a terrible death at this intersection by only dropping the speed limit.

Gavin & Julie Johnston



Feedback No. 28

From: Malcolm Hossack [mailto:mhossack@alliance.co.nz]
Sent: Wednesday, 17 February 2016 2:34 p.m.
To: Customer Service Team
Subject: Main Stoke Road speed limit change

Hello, could you please book myself and Steve Blenkiron in to come and speak to your Councillors at the Saxton Oval public meeting on the 9th March.

Regards,

Malcolm Hossack

Health and Safety Advisor
Alliance Group Limited
Nelson Plant
Ext: 8272

Ph: 03 543 9690

Mob: 021 2088 157

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please delete it immediately.

Serious
(Submission)

Feedback No. 29

29 2/16

2

Dear Chair

I hereby declare after
observing, regularly, on Stoke
straight, that the temporary
"Speed Signs, 4/ the 50k,
remain permanently a goal, plus
I want the 50k, continue
all the way past freezing
works, 2 Roundabout, to
secure further safety to
human beings, (motorists)

(much safer)

official speed limit
be completed
forth with
safe passage & all

Arthur

Chris Pawson

Feedback No. 30

From: Chris [chris@pharmwise.net]
Sent: Monday, 15 February 2016 11:39 a.m.
To: Customer Service Team
Subject: Main Road Stoke Speed Limit Change Attn Chris Pawson

Dear Sir

I wish to comment on this roading change as I travelled that section of Main Road Stoke twice daily for many years when I worked in Stoke. I have also negotiated the turning into and out of Elms Street many times.

For brevity my proposed options are these: -

1/ Sorry to begin by opposing the decision to change the speed limit but: -

I strongly believe that a high proportion of motorists won't comply with a lower speed limit, inadvertently or otherwise.

It is a straight stretch of wide road which invites a relatively high speed and over which many locals have travelled at speed for a long time.

Cars from Stoke in the middle of the road waiting to turn into Elms Street are extremely vulnerable to a rear shunt (I know the feeling), pushing them

into the path of on-coming traffic from Richmond. Such head-on crashes are serious even at the lower speed of 60 km/h, particularly as much of the traffic is heavy goods vehicles going in and out of the Elms Street industrial estate.

2/ A simple and cheap solution would be to stop crossing of the main road in either direction.

Using signs and possibly a long centre barrier, simply require traffic which wishes to turn into or out of Elms Street to go up to the

Saxton Road East roundabout or down to the roundabout to the Richmond direction and come back so that they are on the desired side of the road without having to cross any traffic lanes.

This may seem an inconvenience for motorists but it only takes a few minutes, often no more than the long perilous waits one has to endure sitting in the middle of the road. It is a solution I have used many times when traffic volumes are high.

Don't be frightened to inconvenience motorists for their own safety!

3/ Install a roundabout at the Elms Street/Main Road Stoke junction.

A more costly option but what is the predicted long term traffic increase for that area? Will the industrial estate be further developed justifying a more expensive 'future proofing' of the junction?

4/ Close off the access to/from the Elms Street industrial estate from Main Road Stoke and build a new access road direct from Elms Street to the

Saxton Road East roundabout (via the Bunnings car park??) or the Richmond end roundabout.

The Industrial estate should never have been granted permission to have direct access to the Main Road in the first place.

I hope this is of value.

With kind regards

Yours sincerely

Chris Budgen



Chris Budgen
B Pharm ACC (Lond) FPS, FRPharmS, FNZCP
PharmWise
Pharmaceutical Services
Home address:
3 Adair Drive
Motueka 7120
New Zealand
Ph/fax: 64 3 5288453
bus:- chris@pharmwise.net

Feedback No. 30

8. Main Road Stoke Speed Limit - Deliberations Report - Attachment 2 - A1486083 - Main Road Stoke speed limit change 2016 -
Written feedback - Full

Rhys Palmer

Feedback No. 31

From: Joanne Dixon [joannedixon25@gmail.com]
Sent: Saturday, 26 December 2015 10:41 a.m.
To: Customer Service Team
Subject: Chris Pawson, Feedback on Main Road Stoke Speed Limit Change

Dear Mr Pawson

I am writing to support the lowering of the speed limit on Elms St area, as I feel it is unsafe for traffic to pull out safely on such a busy road at such a high speed.

I myself sometimes find I get annoyed by 50km/hr places, such as round the port, as it can sometimes add time to your journey you aren't prepared to give, but then I think you need to stop and make sense of what is really going on.

You aren't going to die spending a few more minutes on the road by going slower, but you might with higher speed and less opportunity to make good choices about when to turn.

Bearing that in mind I would again ask you to make what I consider the right decision for the community and drop the current speed limit and recognise that people really should endeavour to understand that described predicament relating to speed.

Sincerely
Joanne Dixon
90 Dodson Valley Road
Atawai
Nelson 7010
5450900

*Please you have this one?
RP*

Feedback Summary

Consultation Feedback Group – Intersection Safety Improvements Main Road Stoke/Elms Street

Held in Saxton Oval, Saxton Road, Stoke

On Wednesday 9 March 2016

Name	Feedback received
Clive Workman	<p>Mr Workman said he felt the speed limit should be 50km/hr for that length of the road as the road before and after this was also 50km/hr. He raised concerns that a 60km/hr speed limit would still have people travelling up to 70km/hr as he believed many drivers travelled over the speed limit.</p> <p>Mr Workman suggested that the cycle lanes be moved to the existing paths across the ditch alongside the proposed speed reduction area along Main Road Stoke. He tabled a proposed roundabout design for the Elms Road/Main Road Stoke intersection (A1516927).</p> <p>Mr Workman suggested the shrubbery at the roundabout intersecting Salisbury Road and the Richmond Deviation should be removed to allow for better visibility.</p> <p>In response to a question, Mr Workman suggested a traffic camera would ensure people abided by the speed limit along Main Road Stoke.</p>
Malcolm Hossack, Alliance Group Ltd	<p>Malcolm Hossack advised he was the Health and Safety Adviser at Alliance Group Ltd in Nelson and tabled a document (A1516937). He said during peak operating times over October to February there were up to 100 truck and trailer movements per day out of the plant. Mr Hossack added there were up to 200 employees on site who drove and cycled to work along Main Road Stoke.</p> <p>Mr Hossack advised that contractors to Alliance Group had raised concerns regarding safety when pulling out onto Main Road Stoke. He said 60km/hr was an appropriate speed limit, and suggested that 50km/hr would be too slow for that area as it wasn't built up or residential.</p> <p>Mr Hossack explained that the merge lane (and flush median) in front of the Alliance Group plant was used as a</p>

	<p>passing lane on a regular basis, causing a number of near miss incidents. He asked that concrete bollards be used to prevent people driving straight through on the merge lane.</p> <p>Mr Hossack provided suggestions for the design of a slip road into Saxton Oval, alignment of footpaths, and filling in the ditch along Main Road Stoke to create a second south bound lane. He added that Main Road Stoke was becoming busier over time.</p> <p>In response to a question, Mr Hossack advised it would not be possible for Alliance traffic to exit from Elms Street.</p>
Gavin and Julie Johnston	<p>Gavin Johnston spoke about the near miss incidents he had witnessed along Main Road Stoke. He supported the current temporary speed limit of 50km/hr and suggested that a 60km/hr speed limit would still have people travelling up to 70km/hr.</p> <p>Julie Johnston spoke about the large trucks and trailers exiting Elms Street and the frustration of vehicles trying to turn right on Main Road Stoke. She said Main Road Stoke was becoming busier over time and the Saxton recreation area was contributing to the increase in road traffic. She suggested that officers and councillors view the Elms Street intersection from the hours of 8-9am and 4-5.30pm on weekdays to understand the current issues.</p> <p>Ms Johnston spoke about the roundabout at the intersection of Saxton Road and Main Road Stoke, saying it was hard to see low vehicles and cyclists over the shrubbery on the roundabout.</p> <p>Mr and Mrs Johnston supported Mr Workman's concept of a roundabout at the Elms St/Main Road Stoke intersection.</p>

Waimea Road Refuge - Consultation outcomes

1. Purpose of Report

- 1.1 To consider the feedback provided by the Waimea Road community in the vicinity of the proposed refuge at Boundary Road.

2. Delegations

- 2.1 The Works and Infrastructure Committee has responsibility for the provision, operation and maintenance of roads.

3. Recommendation

THAT the report Waimea Road Refuge - Consultation outcomes (R5770) and its attachment (A1531450) be received;

AND THAT in line with community feedback, approval be given to construct a pedestrian refuge in the location shown in attachment 1 at an estimated cost of \$30,000.

4. Background

- 4.1 A report outlining the transportation issue and opportunities on Waimea Road was presented to the Works and Infrastructure Committee on the 31 March 2016. At that meeting it was resolved:

THAT the report Waimea Road Issues and Opportunities (R4960) and its attachments (A1522595 and A1436204) be received;

AND THAT opportunities 3, 4 and 7 in table 5.1 of report (R4960) are supported in principle;

AND THAT officers initiate consultation on these opportunities and report feedback to a future meeting of Works and Infrastructure.

- 4.2 Opportunity 4, a pedestrian refuge on Waimea Road could be incorporated cost effectively into works occurring with the York Stream

upgrade currently underway and thus consultation has been progressed on this opportunity as a matter of urgency.

5. Discussion

- 5.1 Attachment 1 shows the modifications to the existing traffic island at the intersection of Boundary Road and Waimea Road to accommodate pedestrians.
- 5.2 The proposed pedestrian refuge does not remove any on street parking nor hinder any turning movements compared with the current configuration.
- 5.3 If the pedestrian refuge is constructed in combination with the adjacent York Stream culvert works a savings of approximately \$10,000 can be expected.
- 5.4 Officers have undertaken a survey of pedestrian crossing movements on Waimea Road between Boundary Road and Tukuka Street. The survey shows a strong desire line between the area of Gardiner Place, the bowling club and Caltex on the eastern side to the Boundary Road area on the western side of Waimea Road.
- 5.5 Officers have undertaken consultation on the pedestrian refuge proposal with affected parties and the summary of that consultation is shown below.

Organisation/Party	Feedback
Fire Service	Supported – no issues
St John	Supported – no issues
NZ Police	Supported – no issues
Resident #202 Waimea Rd	Letter - no response
Landowner #202 Waimea Rd	Supported – no issues
Resident #204 Waimea Rd	Letter - no response
Landowner #202a Waimea Rd	Letter - no response
Resident #202a Waimea Rd	Letter - no response
Landowner #204 Waimea Rd	Supported – no issues
Bowling Club	Letter - no response
Caltex Bishopdale	Comments that not the preferred location, would prefer 50m north out of

Organisation/Party	Feedback
	merge and high speed area to improve road safety.
Nelson Intermediate	Supported, sees a growing demand for access to Intermediate from housing development in Bishopdale area.
Bicycle Nelson Bays - John Paul Pochin & Chris Allison	Supported but comments of pinch point for cyclists speed, and masking of pedestrians by turning vehicles.
Waimea Business and Residents Association - Paul Anderson	Generally supported. Can see there is no extra islands and observes people standing on the existing islands so thinks this should be able to assist. Bowling club people should like it because they are older and take a while to cross the road so gives a space to wait.

6. Options

Two options are available for consideration:

- 6.1 Option 1 - Status quo (do nothing).
- 6.2 Option 2 – Consider the largely positive feedback from the community for the modification to the existing traffic island for use by pedestrians and proceed to construction. This pedestrian refuge is estimated to cost \$30,000 and has been budgeted within the minor improvements funding category.

7. Alignment with relevant Council policy

- 7.1 The recommendations in this report align with the Community Outcomes in the LTP – “Our infrastructure is efficient, cost effective and meets current and future needs”.
- 7.2 It is also consistent with the NCC objectives in the Regional Land Transport Plan.
- 7.3 It also fits with Nelson 2060 in that it seeks to strengthen community health through reducing the community severance along Waimea Road.

8. Assessment of Significance against the Council’s Significance and Engagement Policy

- 8.1 The decision is not significant under the Council’s Significance and Engagement Policy

9. Consultation

9.1 Refer section 5.4 for consultation outcomes.

10. Inclusion of Māori in the decision making process

10.1 No consultation with Māori has been undertaken.

11. Conclusion

11.1 A pedestrian desire line survey shows a crossing near Boundary Road is warranted.

11.2 Consultation with affected parties indicates support for a pedestrian refuge near Boundary Road.

11.3 Cost efficiencies can be achieved by installing the pedestrian refuge now as part of the York Stream upgrade.

11.4 Installation of the pedestrian refuge is recommended.

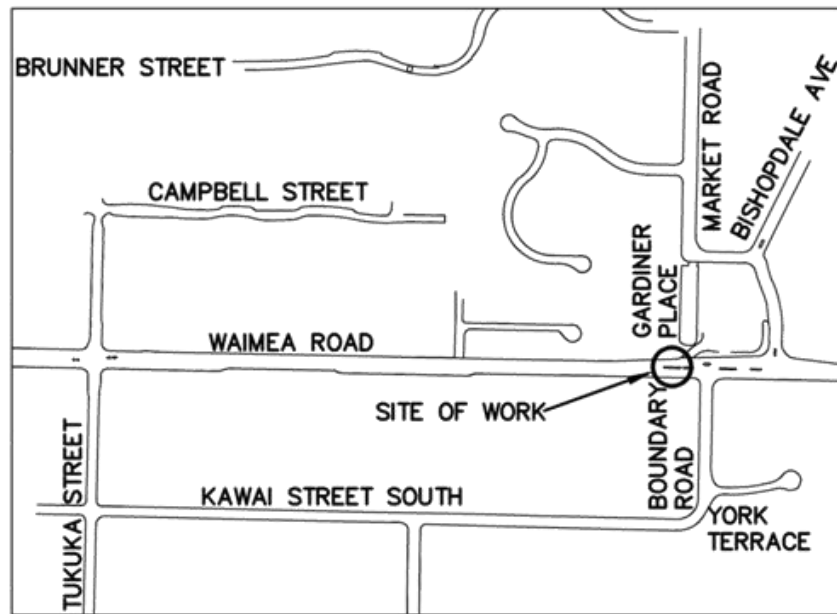
Rhys Palmer

Senior Asset Engineer - Transport and Roading

Attachments

Attachment 1: A1531450 - Pedestrian Refuge Layout

ATTACHMENT 1



LOCATION PLAN
NOT TO SCALE



CONCEPT PLAN
NOT TO SCALE

Capital Project Budget Status Report

1. Purpose of Report

- 1.1 To approve the transfer of capital funding.

2. Delegations

- 2.1 The Works and Infrastructure Committee is responsible for the provision, operation and maintenance of Council infrastructure.

3. Recommendation

THAT the Capital Project Budget Status Report (R5818) be received;

Recommendation to Council

THAT with respect to the Montcalm/Arrow/Washington Valley/Hastings stormwater upgrade project that \$116,000 be transferred from the current provision in 2016/17 to 2015/16 to maintain continuity of this multi-year project.

4. Background

- 4.1 Council Officers have incorrectly interpreted the Delegations Register and arranged for additional funding from a future year to be transferred into this financial year to complete stage 2 of an ongoing project.
- 4.2 This report seeks to clarify and correct this error.

5. Discussion

Washington Valley Stormwater Upgrade

- 5.1 This project upgrades the existing stormwater infrastructure serving Washington Valley. The Washington Valley catchment is made up of several sub catchments including Arrow Street, Montcalm Street, Washington Road and Hastings Street. This project spans several

financial years from 2014/15 through to 2020/21 and looks to investigate, design and construct solutions for each individual sub catchment and link them into the main Washington Valley system.

- 5.2 Arrow Street stage 1 was completed last financial year, 2014/15 and stage 2 is scheduled to be completed this financial year, 2015/16. This is considered the most important of the sub catchments as it contributes toward resolving stormwater surcharging issues within Washington Valley itself.
- 5.3 The stage 2 tendered construction estimate is greater than the available 2015/16 budget of \$196,000. Additional funding of \$116,000 is required to meet the estimated project cost of \$312,000.
- 5.4 In order to complete the works to the Arrow Street sub catchment, officers proposed that the additional funding from future stages in the 2016/17 financial year be bought forward to ensure continuity of works.

6. Options

- 6.1 The works in Washington Valley are already committed and the additional funds are required to allow Stage 2 of the project to be completed.

7. Alignment with relevant Council policy

- 7.1 The delivery of infrastructure capital projects is consistent with the requirement of the 2015-25 Long Term Plan and subsequent Annual Plans.

8. Assessment of Significance against the Council's Significance and Engagement Policy

- 8.1 This is not a significant decision in terms of Council's Significance and Engagement Policy.

9. Consultation

- 9.1 No consultation was undertaken specifically in relation to this report. Consultation on individual projects was undertaken.

10. Inclusion of Māori in the decision making process

- 10.1 There has been no consultation with Māori.

11. Conclusion

- 11.1 Council officers have incorrectly interpreted the Delegations Register and arranged for additional funding from a future year to be transferred into this financial year to complete stage 2 of an ongoing project.

- 11.2 In order to complete the works to the Arrow Street sub catchment, officers propose that the additional funding from future stages in the 2016/17 financial year be bought forward to ensure continuity of works in the area.

Shane Davies

Manager Capital Projects

Attachments

Nil

Future of green waste

1. Purpose of Report

- 1.1 To confirm the future of and level of service with respect to green waste.

2. Delegations

- 2.1 The Works and Infrastructure Committee is responsible for the provision, operation and maintenance of solid waste activities, including recycling, the transfer station and the landfill. This includes green waste.

3. Recommendation

THAT the report Future of green waste (R5797) be received.

Recommendation to Council

THAT following a review of green waste services at the request of Council:

THAT Nelson City Council partner with Tasman District Council to call for public tenders with respect to their green waste in June 2016;

AND THAT failing success with this approach with Tasman District Council, that officers be authorised to negotiate a contract with a commercial operator to accept its green waste;

AND THAT in the interim, Council continues to take green waste at the Pascoe Street transfer station;

AND THAT Council's budgets be amended to reflect any increase in costs that may arise from this tendering process and that this be reported back via a future Audit Risk and Finance Committee through the Corporate report.

4. Background

- 4.1 Council has a policy of diverting green waste from its York Valley landfill as per the Joint Waste Management and Minimisation Plan (JWMMP) agreed with Tasman District Council (TDC) and approved by both NCC and TDC in March 2012.
- 4.2 Council approved the 2015-25 Solid Waste Asset Management Plan (AMP). This AMP included the phasing out of accepting green waste at the Pascoe Street transfer station on the basis that it was cheaper for customers to take green waste direct to commercial suppliers.
- 4.3 Council has for many years publicly tendered the green waste contract and previous contractors include Greenwaste to Zero, Baltune Forest Limited and recently Millers Firewood Supplies (Millers).
- 4.4 Green waste is received at the Pascoe Street transfer station in a separate hopper, transported under contract by Fulton Hogan (FH) to the green waste processing contractor, who then processes the green waste for on-sale to its customers.
- 4.5 Income from green waste last year (2014/15) was around \$134,000. The cost of running the green waste activity (including overheads and contribution to running the transfer station) was around \$174,000. Any shortfall is subsidised by landfill revenue. The solid waste activity is a closed account and is not ratepayer subsidised.
- 4.6 The contract with Millers expired on 30 June 2015. In anticipation of phasing out green waste at the transfer station, the contract was rolled-over to allow officers time to implement the approved AMP change. Re-tendering the contract with the pending change was seen as inefficient.
- 4.7 Millers advised Council in March 2016 that they would not be accepting any further green waste and all attempts to find a cost effective solution by officers were unsuccessful.
- 4.8 The result of this was to bring forward the phasing out of accepting green waste at the transfer station as from 1 July 2016 and this was subsequently notified through Live Nelson and by way of signage at the transfer station.
- 4.9 Millers have since advised that they will no longer be accepting green waste at all from the general public.
- 4.10 Other options are available to Nelsonians to dispose of green waste and include:
 - Mulching at home;
 - Kerbside collection from a number of commercial green waste collection operators;
 - Home composting bin;

- Commercial operators specifically Wholesale Landscapes (based in Saxton Road) and Greenwaste to Zero (based in Richmond).

4.11 These options aside, it is acknowledged that having a centrally located option for Nelson residents to dispose of green waste is something Nelson residents have come to expect.

5. Discussion

5.1 Based on the recent decision by Millers to cease taking green waste, councillors have asked for a review as to how green waste is handled.

Other options

5.2 The transfer station is open every day except Good Friday, Christmas Day and New Years Day.

5.3 This compares with the opening hours of:

- Greenwaste to Zero (8am to 5pm - 7 days) but closed 25 & 26 December; 1 & 2 January, Good Friday and half of Anzac Day;
- Wholesale Landscapes (7am to 5pm Monday to Friday).
Wholesale Landscapes have signalled their intention to open 6 days/week from 1 June 2016.

5.4 It is acknowledged that with Millers not taking green waste and with residents not having the full number of days to dispose of green waste as currently enjoyed at the Pascoe Street transfer station that there is a change in the service offered to Nelson ratepayers.

5.5 The cost to users to dispose of green waste at the transfer station is \$20/m³ compared to \$16/m³ at Greenwaste to Zero and \$16.10/m³ at Wholesale landscapes. All figures are GST inclusive.

6. Options

A number of options are open for consideration.

- 6.1 Option 1 – Continue to take green waste at the transfer station and transport to a commercial operator secured by way of public tender.
- 6.2 Option 2 – Cease taking green waste at the transfer station as per the agreed AMP from 1 July 2016.
- 6.3 Option 3 – Negotiate with a commercial operator or operators to take green waste from the transfer station.
- 6.4 Option 4 – Partner with TDC who currently operates on the same philosophy as NCC and has a contract with Greenwaste to Zero. TDC is seeking to go to market in June this year and they are open to partnering with NCC. Collaboration between the two councils is also noted in the JWMMP.

- 6.5 The option to collect green waste at the transfer station and take directly to landfill is not in accordance with Council policy (refer to item 4.1) and has not been considered further.
- 6.6 Advantages and disadvantages of the options are presented in the table below:

Option	Advantages	Disadvantages
1	No change in service offered to Nelson ratepayers	Higher transportation costs than current as commercial operators are further from the transfer station than Millers. Contractor costs may also be higher.
2	In line with approved AMP and reduced costs to the landfill activity	Reduced service offered to ratepayers
3	No change in service offered to Nelson ratepayer	As per option 1
4	No change in service offered to Nelson ratepayer & TDC open to partnering	As per option 1

7. Alignment with relevant Council policy

- 7.1 The phasing out of accepting green waste at the Pascoe Street transfer station is in line with the approved 2015-25 Solid Waste Asset Management Plan.

8. Assessment of Significance against the Council's Significance and Engagement Policy

- 8.1 Any decision to stop or continue with green waste is not significant in terms of Council's Significance and Engagement Policy.

9. Consultation

- 9.1 Officers have advertised the intent to stop accepting green waste at the transfer station through Live Nelson, its web site and through signage at the transfer station.
- 9.2 Feedback has been received from both residents and commercial operators that this is not preferred.

10. Inclusion of Māori in the decision making process

- 10.1 There has been no consultation with Māori on this issue.

11. Conclusion

- 11.1 Council has agreed to cease taking green waste at the transfer station as per the recently adopted 2015-25 Solid Waste Asset Management Plan.
- 11.2 Due to circumstances beyond the control of officers, the incumbent contractor (Millers) has advised council of their decision to stop accepting green waste from the transfer station and have since made the decision to stop taking green waste from the public. In addition, they have recently had a major fire at their premises.
- 11.3 All options to consider continuing with green waste will potentially result in greater costs to Council (including transportation costs and contractor costs to receive the green waste).
- 11.4 Council could decide to partner with TDC who are due to test the market in June. Officers support this approach.

Alec Louverdis
Group Manager Infrastructure

Attachments

Nil